

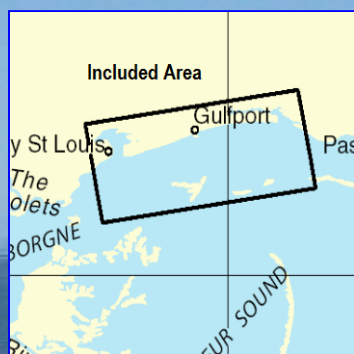
BookletChart™



Intracoastal Waterway – Dog Keys Pass to Waveland **NOAA Chart 11372**

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Approximate Page Index					
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16	17	18	19	20	21
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Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

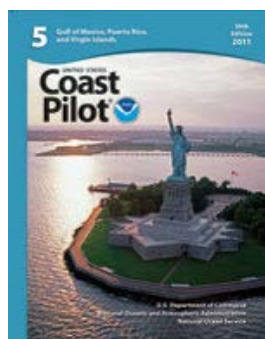
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11372>



[Coast Pilot 5, Chapter 9 excerpts]

Biloxi is accessible from the Gulf through Dog Keys Pass and Little Dog Keys Pass and from the Intracoastal Waterway.

A channel leads NE from Biloxi East Channel, 1 mile SE of Route 90 bridge, to a small-craft basin at **Ocean Springs**. The depth in the entrance channel was 7 feet. The channel is marked by a light.

A channel leads from Biloxi East Channel at the Route 90 bridge through **Back Bay of Biloxi** and **Big Lake** to the Industrial

Seaway. The depth was 8.7 feet (10.1 feet at midchannel) from Route 90

bridge to Route 110 bridge, thence, 11.8 feet to Popp's Ferry Road highway bridge; thence 8.2 feet (12.0 feet at midchannel) to the seaway. The channel is marked by lights and daybeacons.

A channel, marked by private daybeacons, leads N from Biloxi East Channel 0.5 mile above the Route 90 bridge, to the entrance of **Old Fort Bayou**.

dredged branch channel leads SW from the channel 0.2 mile above Route 90 bridge to a turning basin in **Ott Bayou**. The depth was 7.1 feet (7.4 feet at midchannel). Daybeacons mark the channel.

Chesapeake Seaboard X Transportation bridge has a clearance of 14 feet. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ-7197. The channel runs through the W side of the swing.

Biloxi River is navigable for a draft of 6 feet for 6 miles and for a draft of 3 feet for an additional 5 miles. The Route 49 bridge, 4.3 miles above the mouth, has a clearance of 9 feet; a fixed county highway bridge, 7.8 miles above the mouth, has a clearance of 4 feet.

Tchoutacabouffa River is navigable for drafts up to 5 feet to **New Bridge** and for drafts of 3 feet for an additional 6 miles. Cedar Lake Bridge, 4.5 miles above the mouth, has a clearance of 5 feet. The center pier of the former swing bridge is close downstream. Lamey Bridge, 3 miles above New Bridge, has a swing span that is reported inoperative; the channel is on the N side of the pivot pier; the clearance is 3 feet.

Small-craft facilities 1.5 and 1.8 miles above the mouth of the bayou can provide berths with electricity, gasoline, water, ice, open and dry covered storage, marine supplies, and complete engine and hull repairs.

Industrial Seaway; the depth was 9.9 feet (12.0 feet at midchannel) to Light 5, thence 4.7 feet (10.1 feet at midchannel) to Light 13, thence 3.1 feet (7.3 feet at midchannel) to the end of the project. The channel is marked by lights.

Beauvoir. A channel leads to a yacht basin in front of the hotel. The depth was 10 feet in the channel and the basin. The channel is marked by private lights. Gasoline, diesel fuel, water, ice, marine supplies, and open and covered berths are available at the basin. Radiotelephone watch on VHF-FM channel 16 is maintained from 0700 to 1700 at the basin. There is a **harbormaster**, and a **dockmaster** assigns the berths.

Dangers.—A visible wreck was reported about 1.5 miles SE of Biloxi Channel Light 2, in 30°20.2'N., 88°53.6'W.

Anchorage.—Large vessels can anchor outside the sound anywhere W of a line between Hewes Point and Ship Island Lights and have rather smooth water. Deep-draft vessels generally anchor within a 2-mile radius of Gulfport Ship Channel Lighted Whistle GP in depths of about 36 feet.

Ship Island Harbor, N of Ship Island, is one of the best natural harbors on the Gulf Coast and is easily accessible at all times for vessels with drafts up to 20 feet, but there is swinging room for only one large vessel. Depths in the harbor range from about 20 to 30 feet with a soft bottom.

Dangers.—Ship Island was cut into two parts by Hurricane Camille in August 1969. The water between the existing parts is shoal with depths of 2 to 5 feet.

The shoal off the W end of Ship Island at West Point is moving W and is unmarked. Mariners should use caution if passing between the shoal and the edge of Gulfport entrance channel

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

Ⓟ Pump-out facilities

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

PUBLIC BOATING

The United States Coast Guard Auxiliary of boatmen, conductes in communities through regarding these educational sources:

USPS - Local Squarters, 1504 Blue 888-367-8777

USCGAUX - COMM District, Hale Boggs 500 Poydras Street, New or USCG Headquarters 2100 Second Street, S

1. Keep your chart up to date.
2. Read carefully all notices to mariners.
3. Learn the meaning of the symbols on your chart.
4. The compass on your boat should be true north, however, for the deviation of your boat.
5. Constantly use your compass.
6. Maintain your position with those you are with.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause damage to marine structures, aids to navigation and moored vessels. Following these storms, fixed aids to navigation may have been moved or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from their charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report any discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only in that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head, or nearly head to head, shall pass port to port. When motorboats approach each other at right angles, the boat on the right has the right-of-way. Motorboats must keep to the right in narrow channels, and in all cases, safe and practicable. Mariners are urged to become familiar with the contents of the Rules of the Road in U.S. Coast Guard publications, "Navigation Rules."

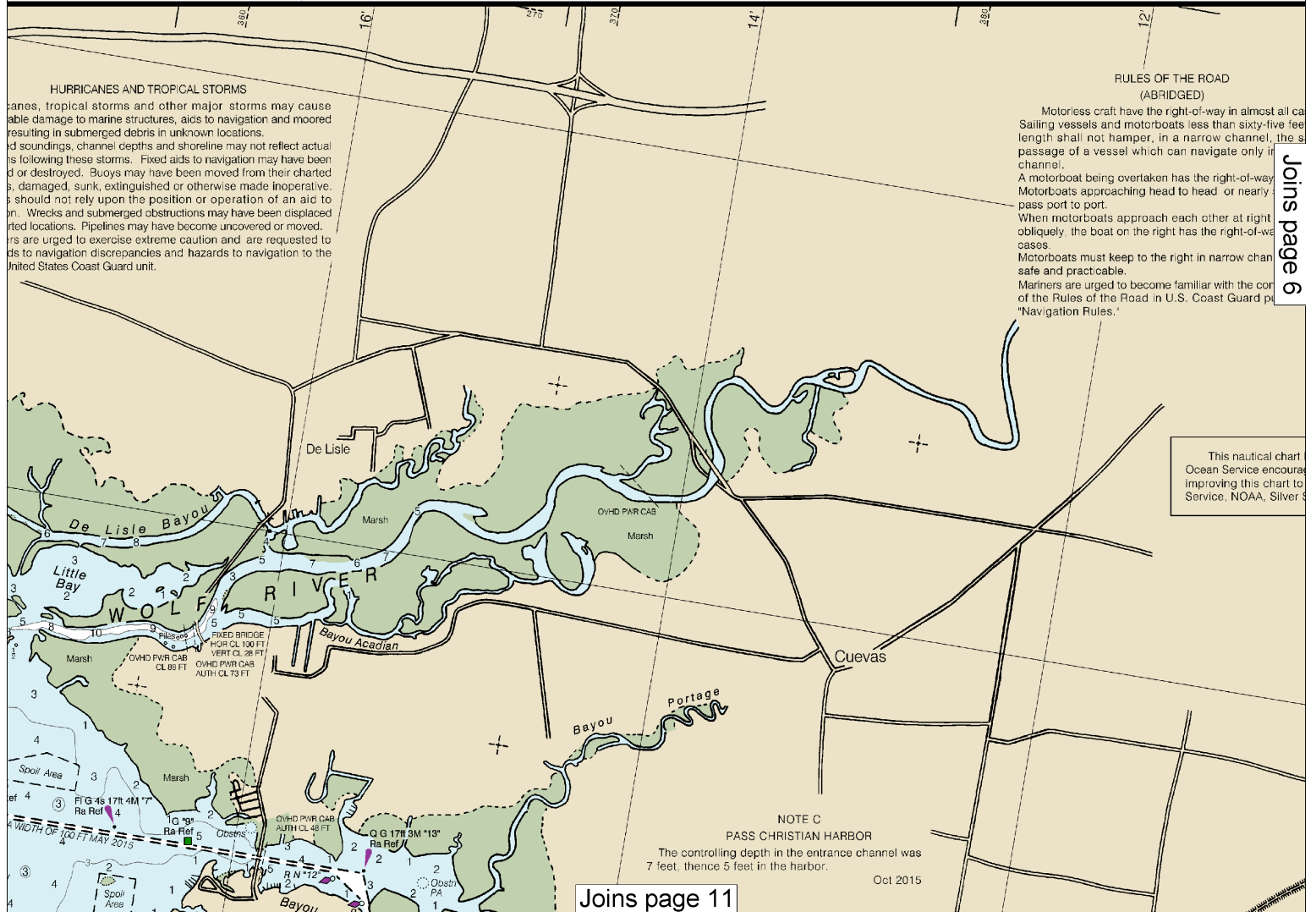
This nautical chart was prepared by the U.S. Coast and Geodetic Survey, NOAA, Silver Spring, MD.

NOTE C

PASS CHRISTIAN HARBOR

The controlling depth in the entrance channel was 7 feet, thence 5 feet in the harbor.

Oct 2015



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

PUBLIC BOATING INSTRUCTION PROGRAMS
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:
USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777
USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

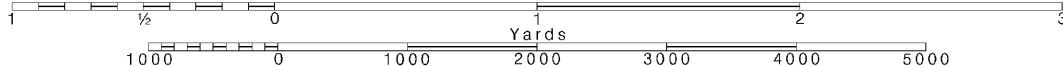
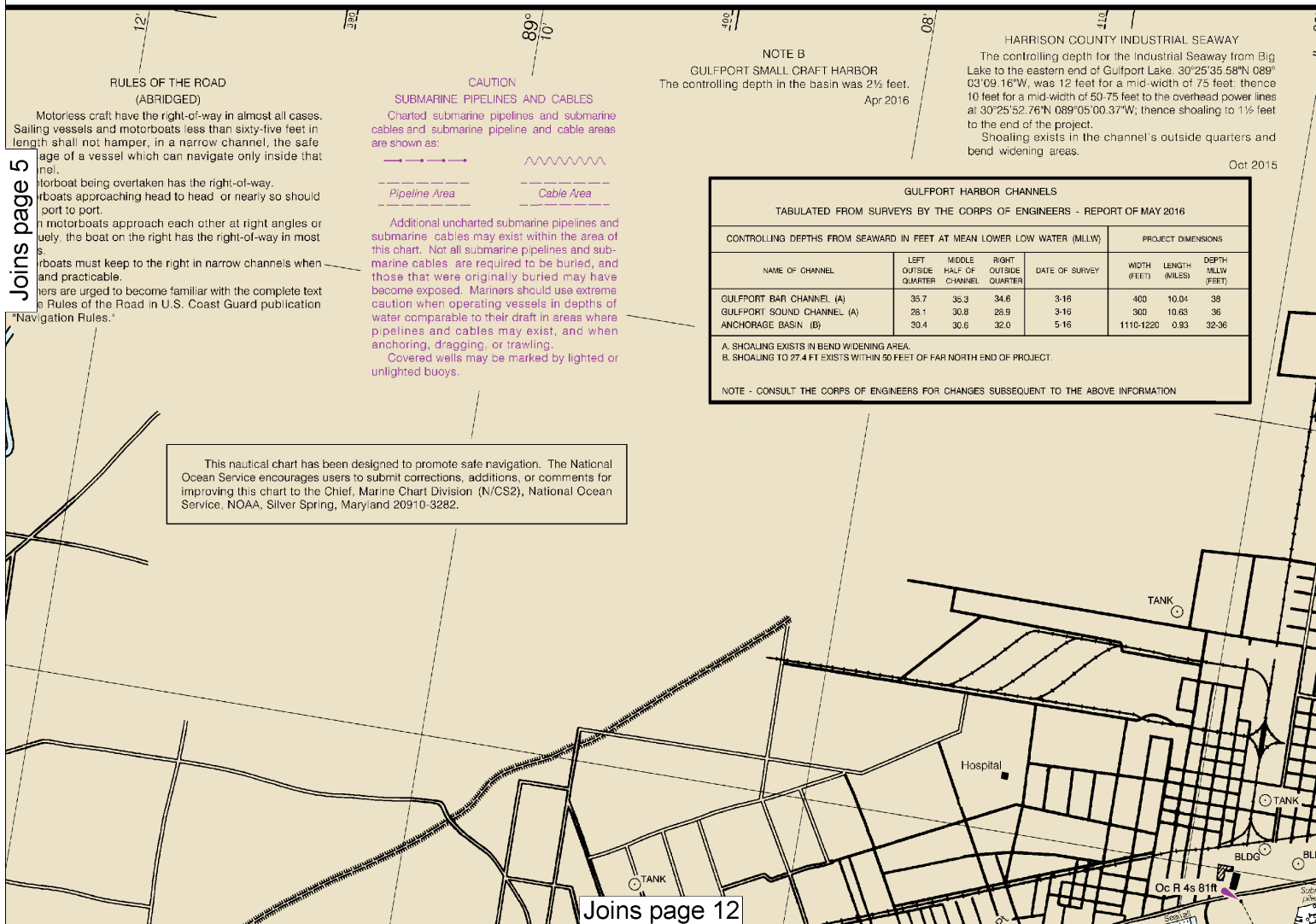
- SAFETY HINTS**
1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
 2. Read carefully all notes printed on your chart; each is vital to your safety afloat.
 3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
 4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
 5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
 6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS				
CITY	STATION	FREQ.	DAILY BROADCAST-CST	SPECIAL WARNINGS
Mobile, AL	WLO	257.2 kHz	7:00 AM, Noon, 6:00 PM	* On receipt
		4397.7 kHz		
		8908.8 kHz		
		161.85 MHz		
		161.9 MHz		
New Orleans, LA	NMG	161.95 MHz	4:35, 11:50 PM	* On receipt
		162.0 MHz		
		2670 kHz		
Grand Isle, LA	NMG-15	157.1 MHz	4:50, 10:50 AM, 4:50 PM	
		157.1 MHz		

* Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE			
CITY	TELEPHONE NUMBERS	OFFICE HOURS	
New Orleans, LA	(504) 522-7330 *(504) 465-9215	8:00 AM-4:00 PM (Mon.-Fri.)	
*Recording (24 hours daily)			
NOAA WEATHER RADIO BROADCASTS			
CITY	STATION	FREQ. (MHz)	BROADCAST TIME
New Orleans, LA	KHB-43	162.55	24 hours daily
Mobile, AL	KEC-61	162.55	24 hours daily
Gulfport, MS	KIH-21	162.40	24 hours daily
Bogalusa, LA	WNG-521	162.525	24 hours daily



WARNING

CAUTION

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

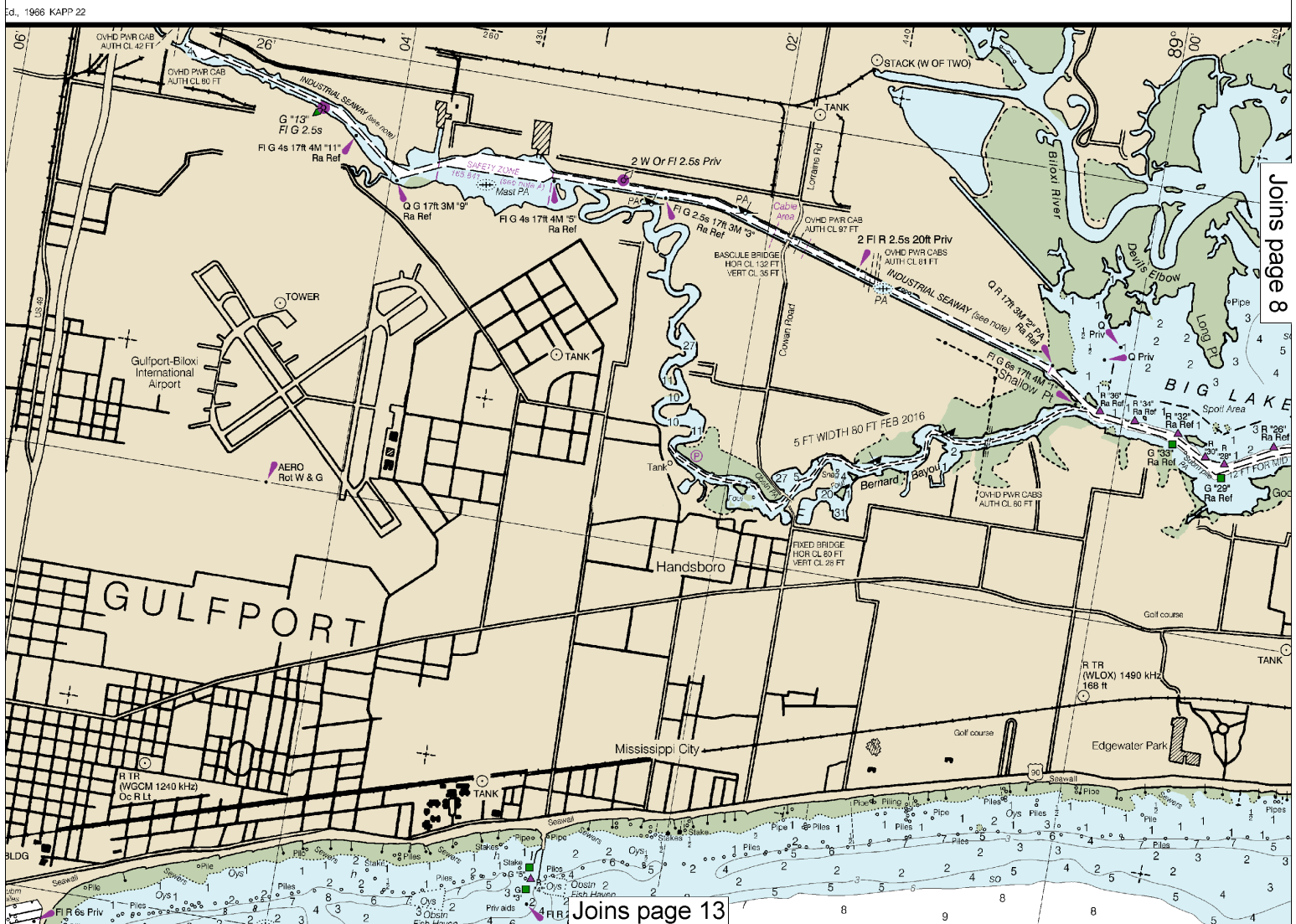
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.714" northward and 0.131" westward to agree with this chart.

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

(based on NAD 1927)

Mississippi State Grid, east zone is indicated on this chart at 10,000 foot intervals thus: $\begin{array}{c} + \\ - \\ + \end{array}$
The last three digits are omitted.

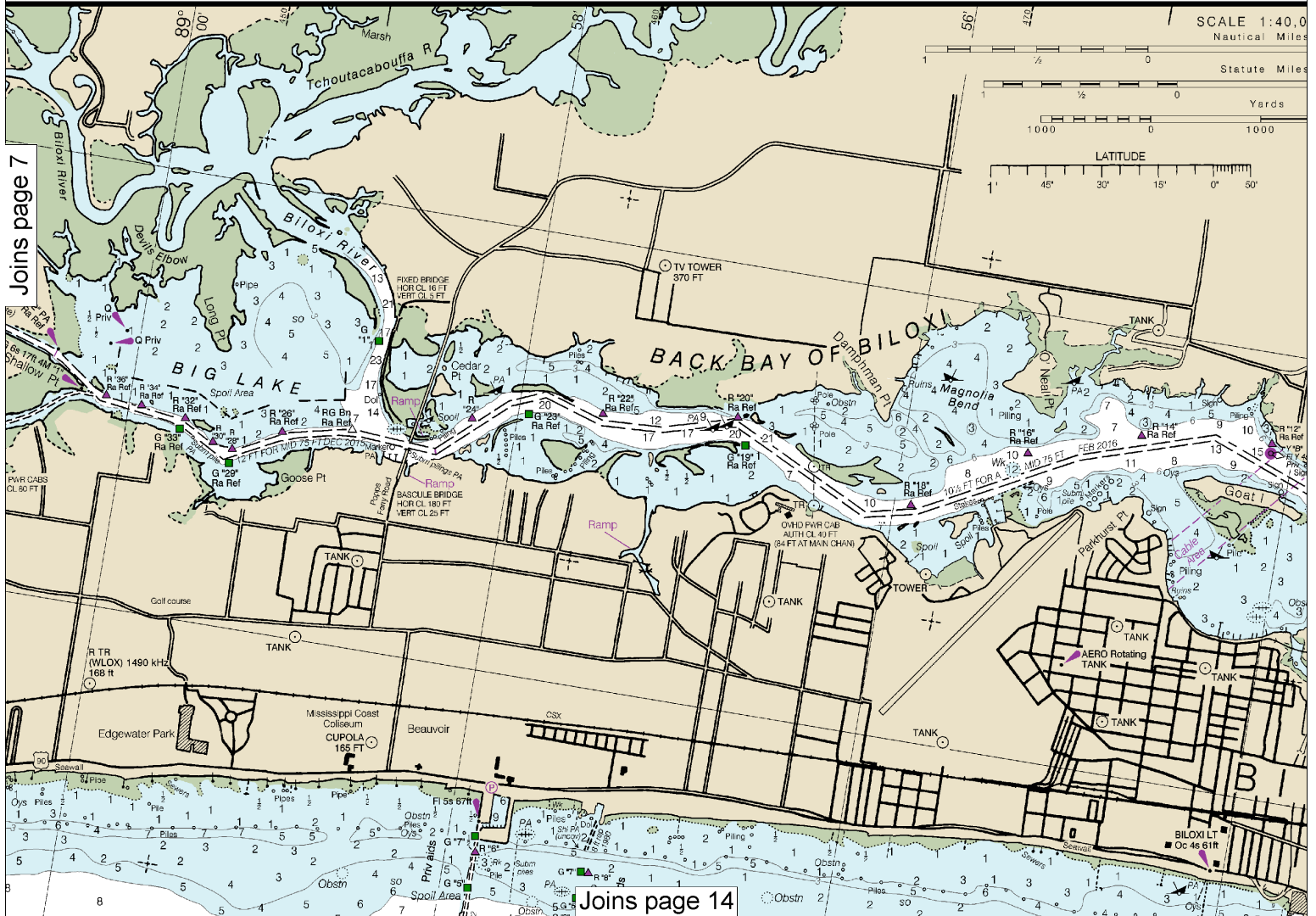


35th Ed., Sep. 2012. Last Correction: 11/16/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)

7

This map shows the northern Gulf of Mexico coastline from Mississippi to Florida. Key features include:

- States:** Mississippi, Alabama, and Florida.
- Water Bodies:** Gulf of Mexico, Mobile Bay, Mississippi Sound, Lake Borgne, Lake Uchire, and Lake de la Poudre.
- Coastal Features:** Chandeleur Islands, Horn Island Pass, and various bays and sounds.
- Cities and Towns:** Mobile, Dauphin Island, Orange Beach, Pensacola, and others.
- Geographic Markers:** A north arrow in the top left corner and latitude/longitude coordinates.



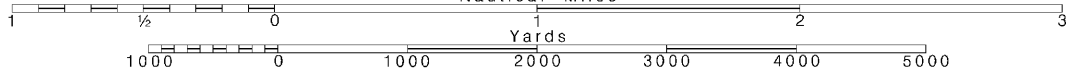
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



Mercator Projection
Scale 1:40,000 at Lat. 30° 18'

North American Datum of 1983
(World Geodetic System 1984)


SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: 

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

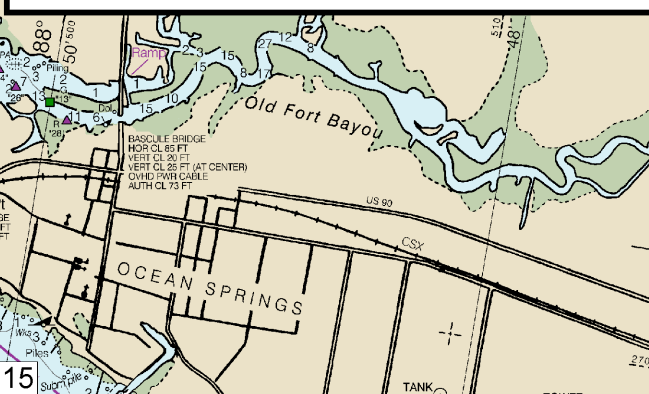
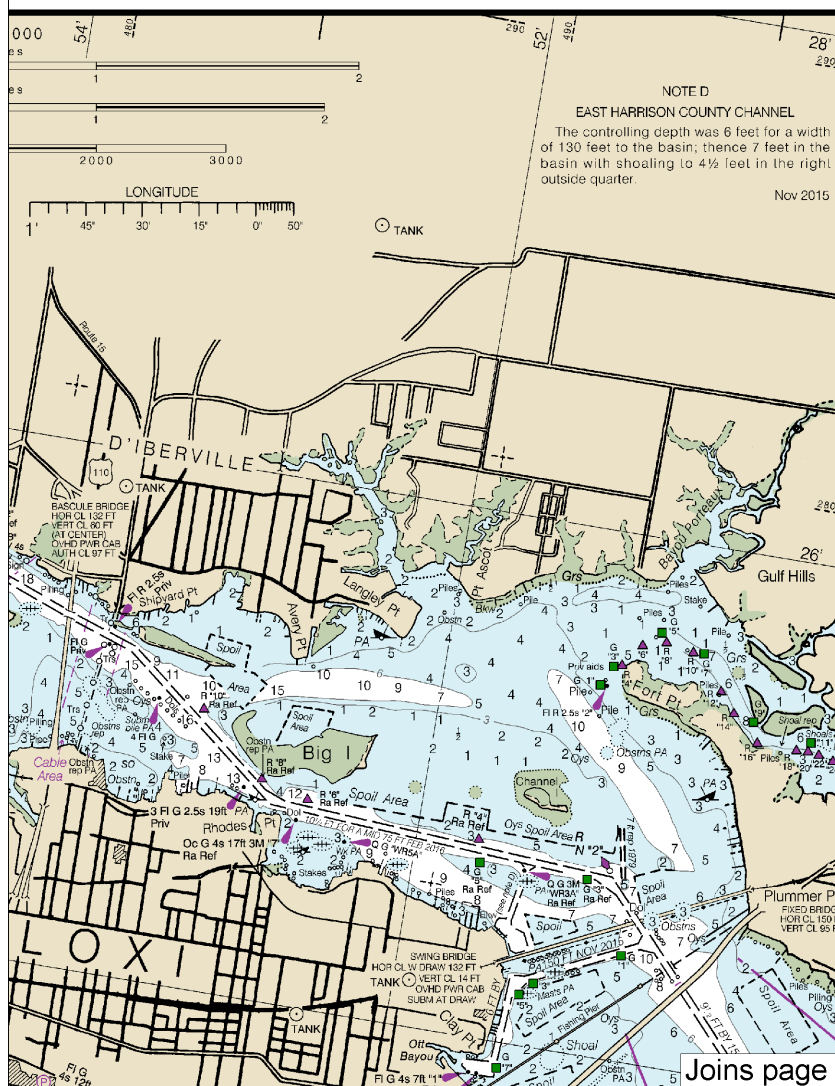
NAUTICAL CHART 11372 INTRACOASTAL WATERWAY



MISSISSIPPI - LOUISIANA DOG KEYS PASS TO WAVELAND



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



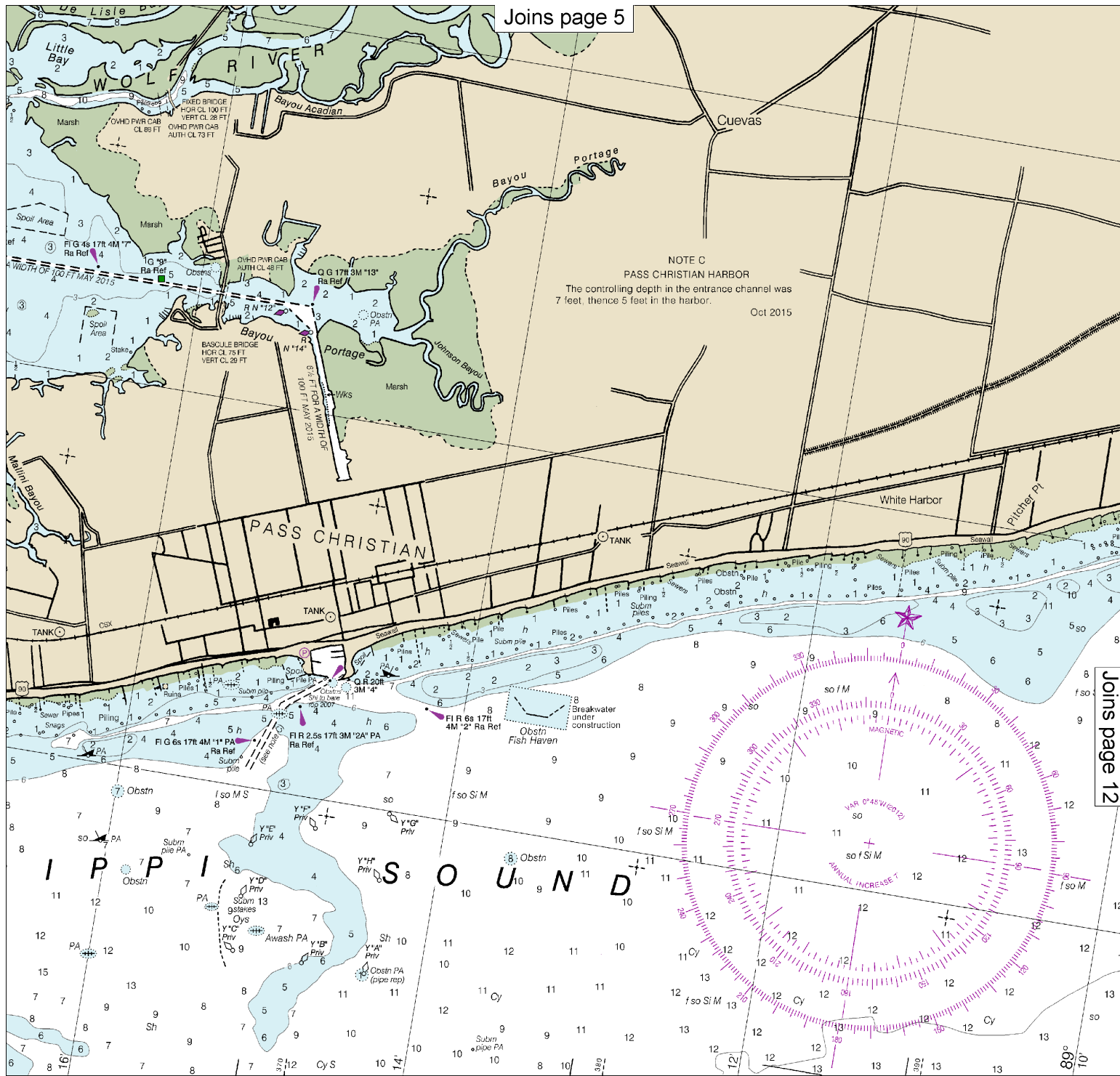
JOINS CHART 11367 (SIDE A)

Joins page 16

See Note on page 5.

10

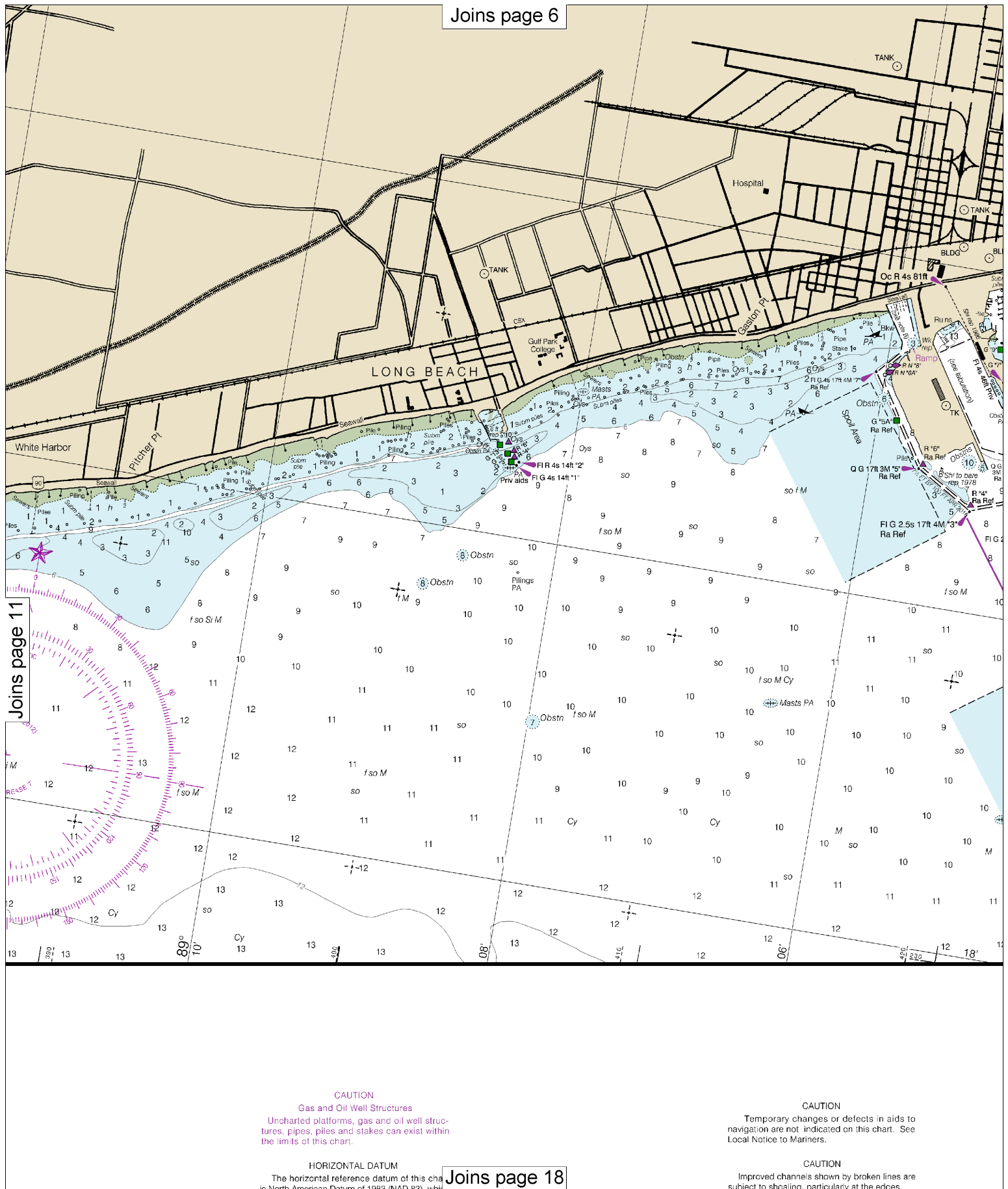
Joins page 5



Joins page 12

JOINS SIDE A

Joins page 17



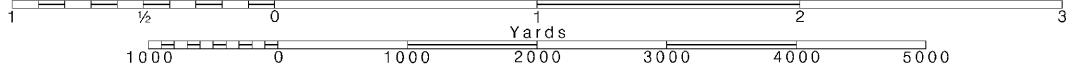
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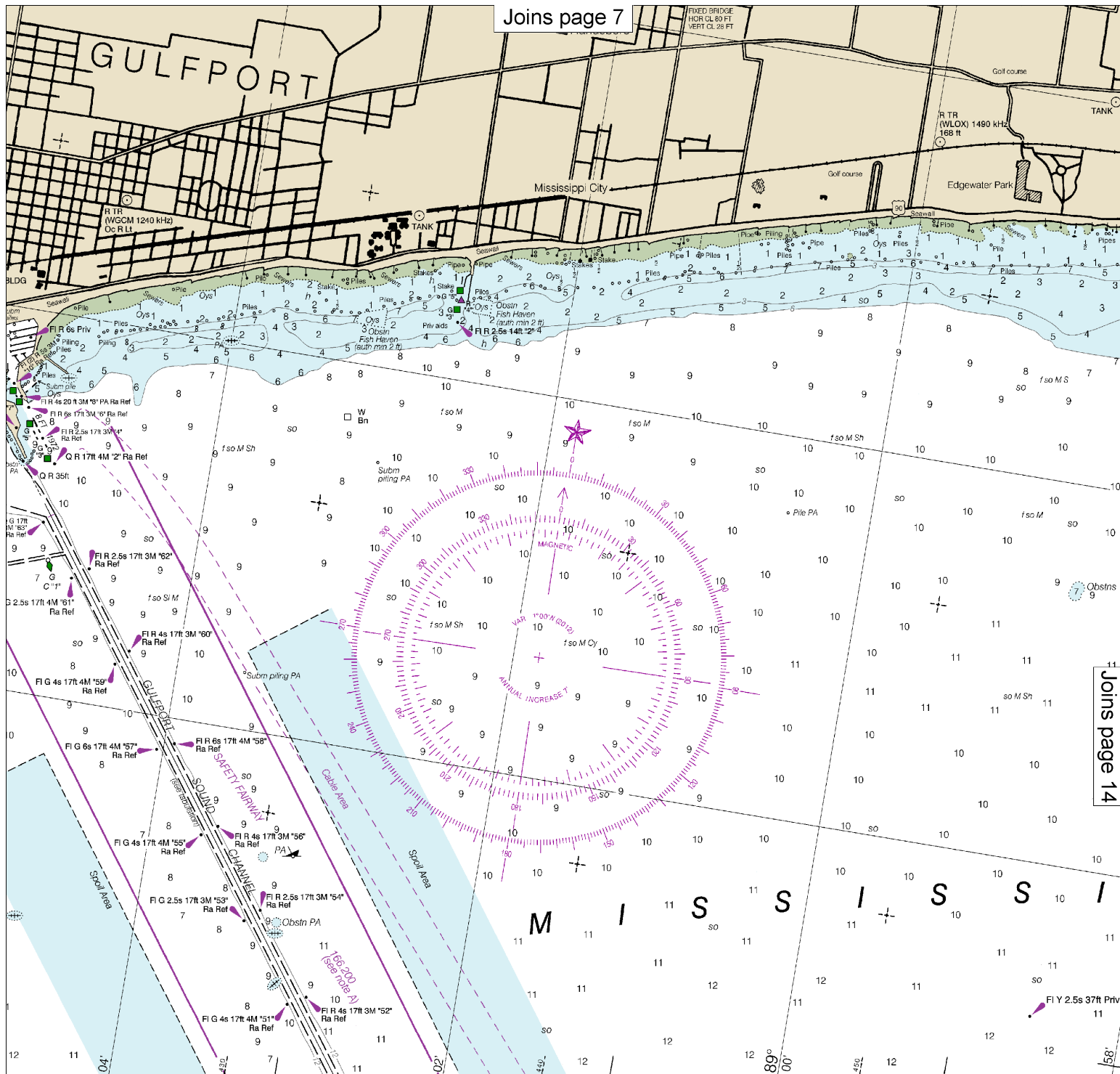
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 7

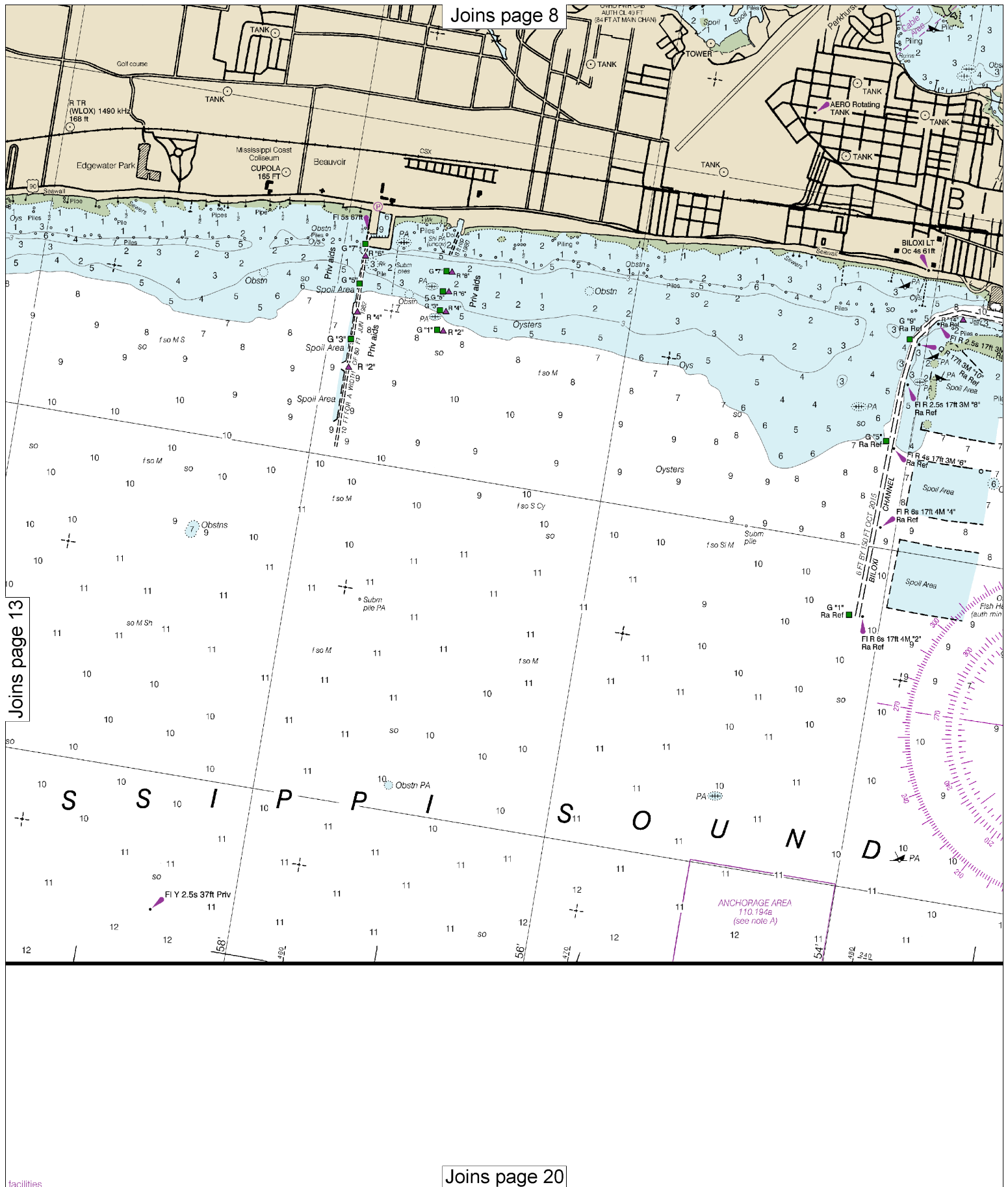
Joins page 14

JOINS SIDE A

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to

Joins page 19

© Pump-out facilities

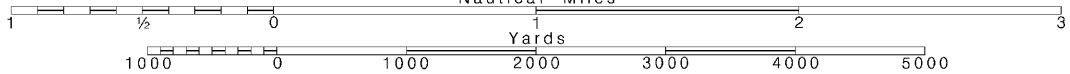


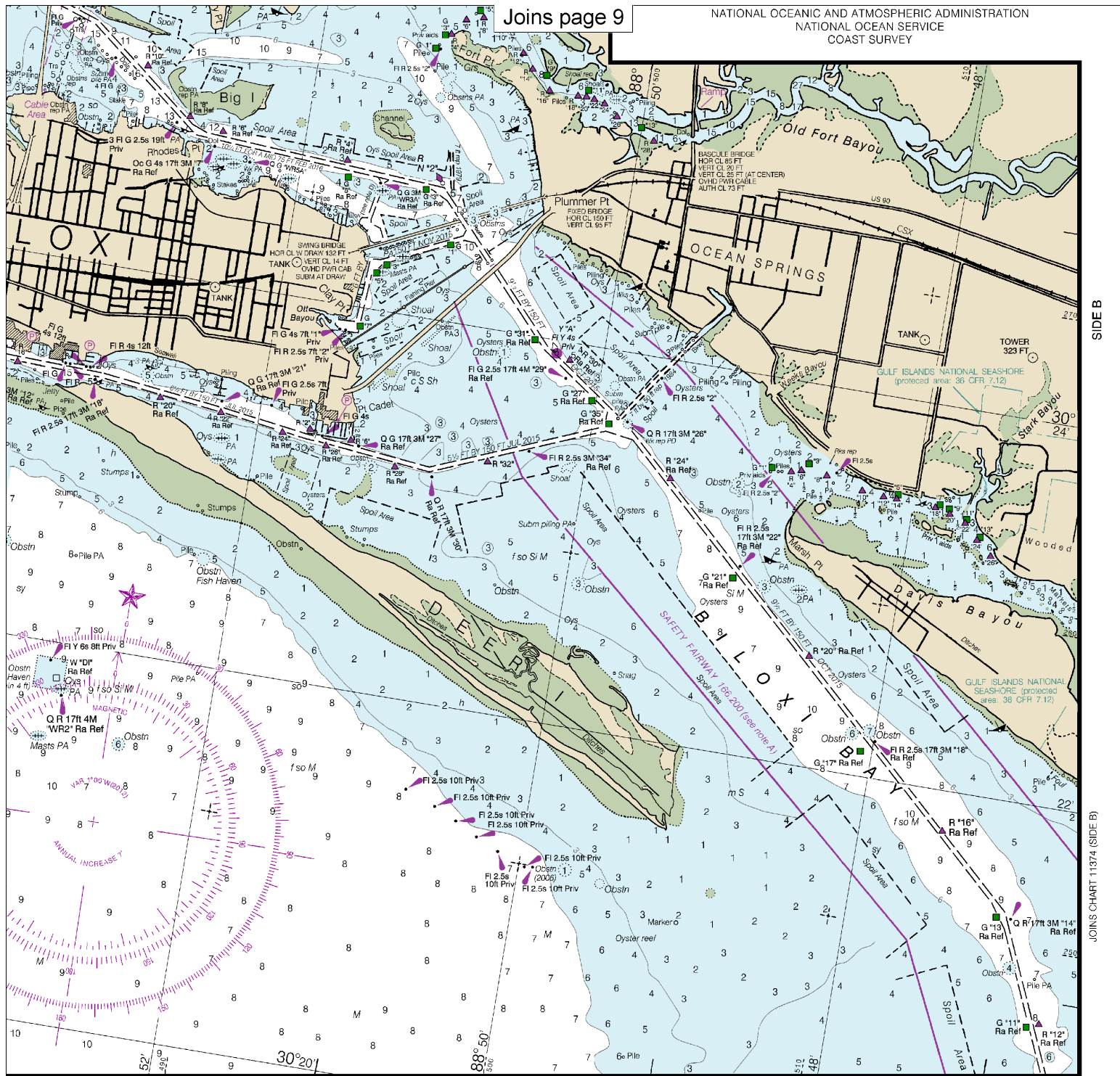
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 9

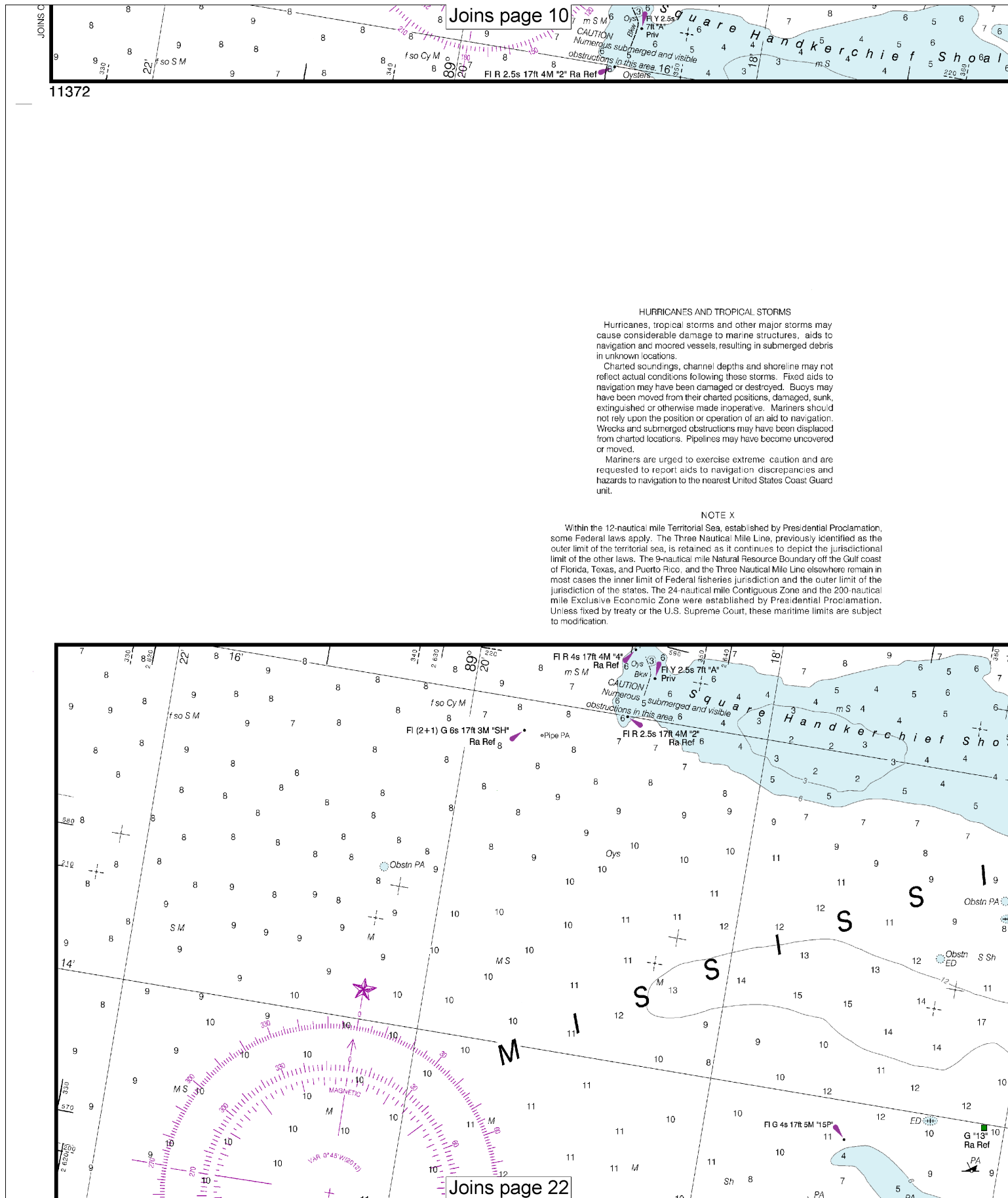
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SIDE B

JOINS CHART 11374 (SIDE B)

JOINS SIDE A 11372

Joins page 21



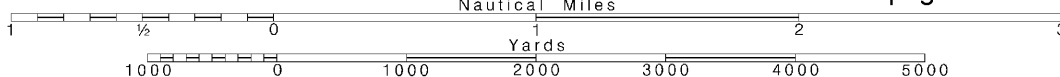
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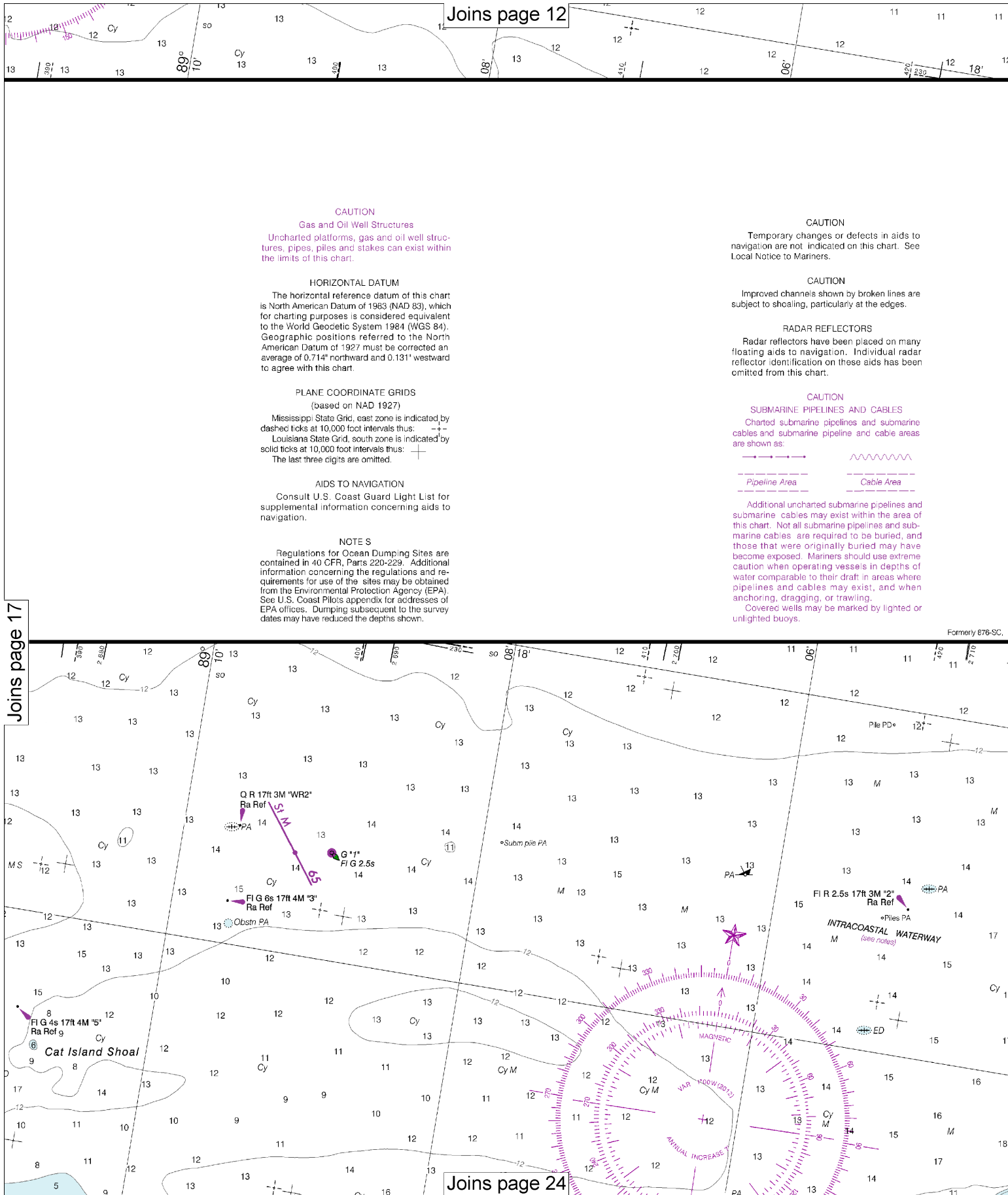
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





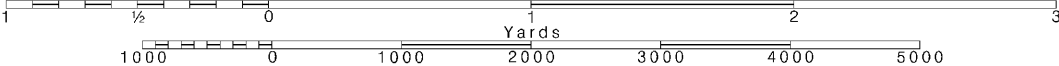
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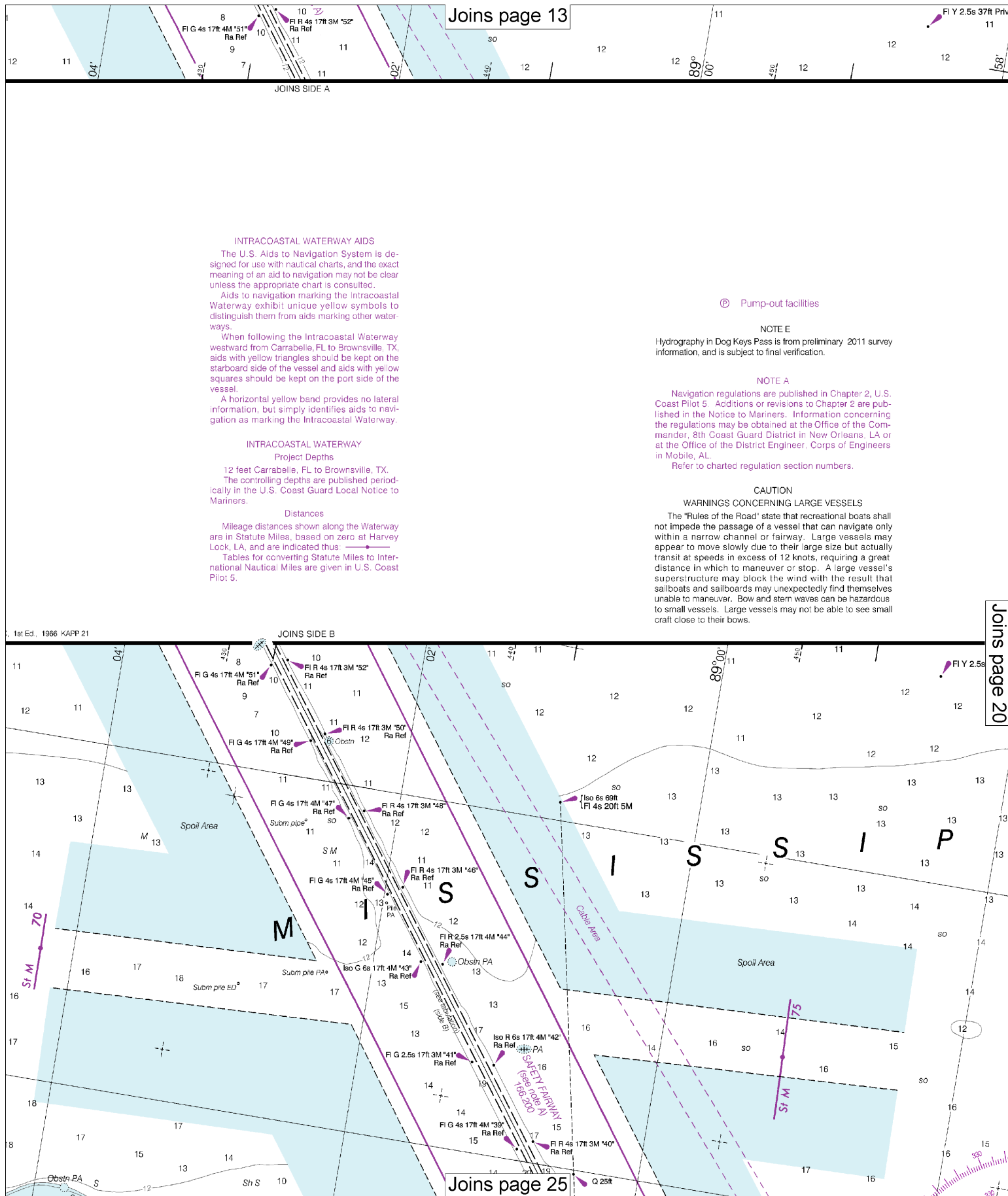
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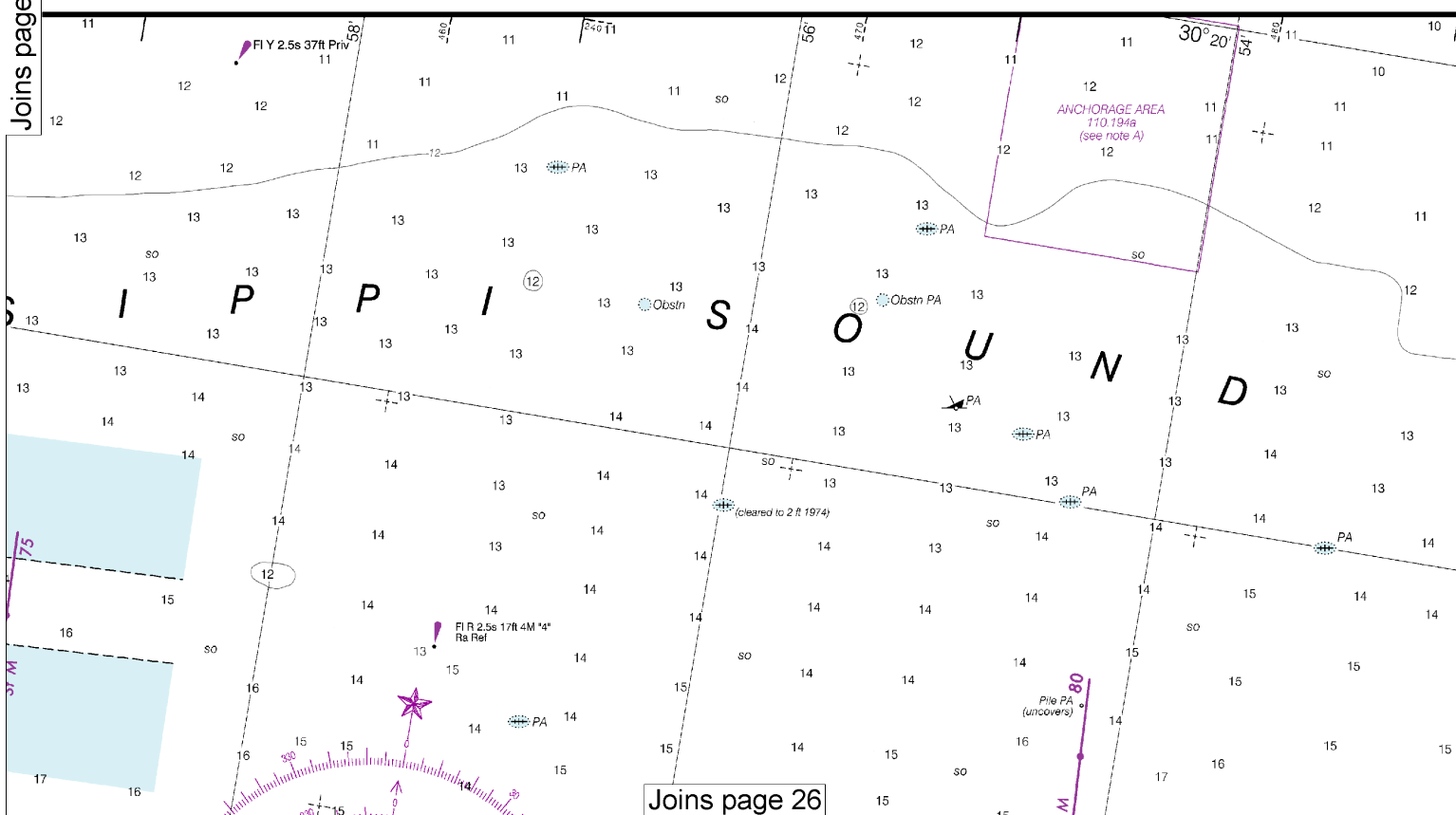
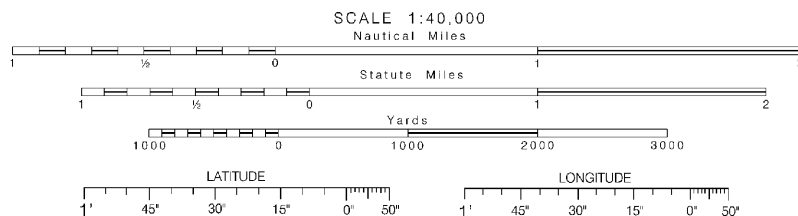
See Note on page 5.





that recreational boats shall
vessel that can navigate only
rway. Large vessels may
their large size but actually
2 knots, requiring a great
or stop. A large vessel's
wind with the result that
expected find themselves
ern waves can be hazardous

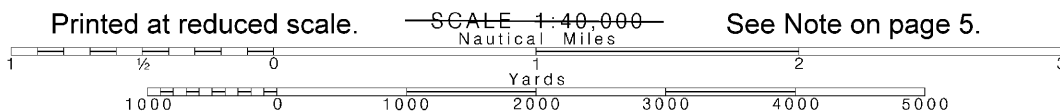
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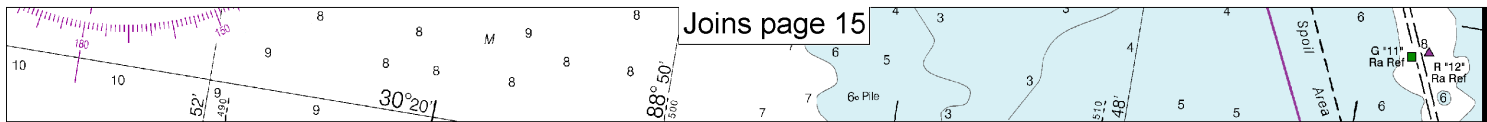
Joins page 26

Note: Chart grid lines are aligned with true north.

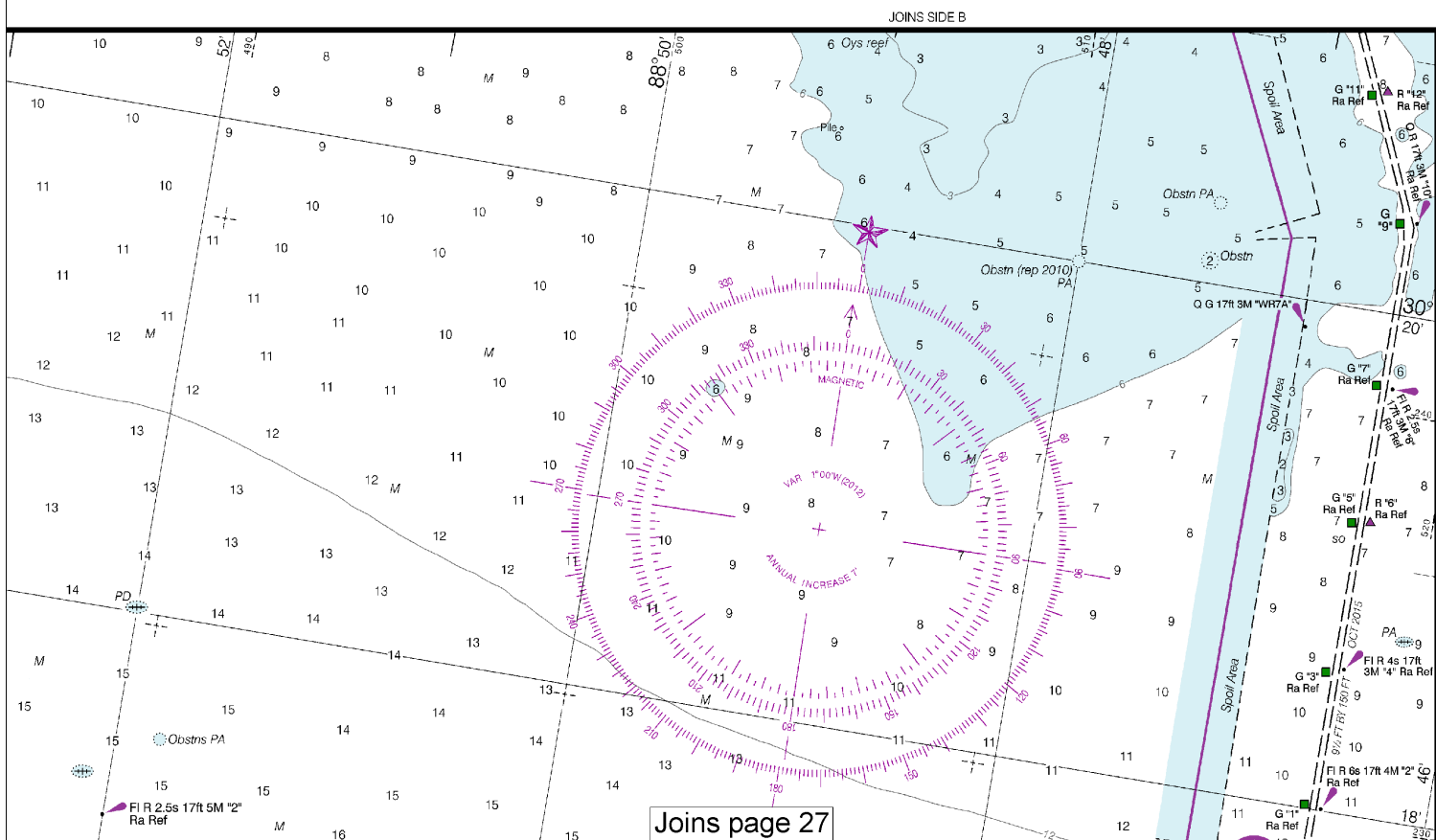
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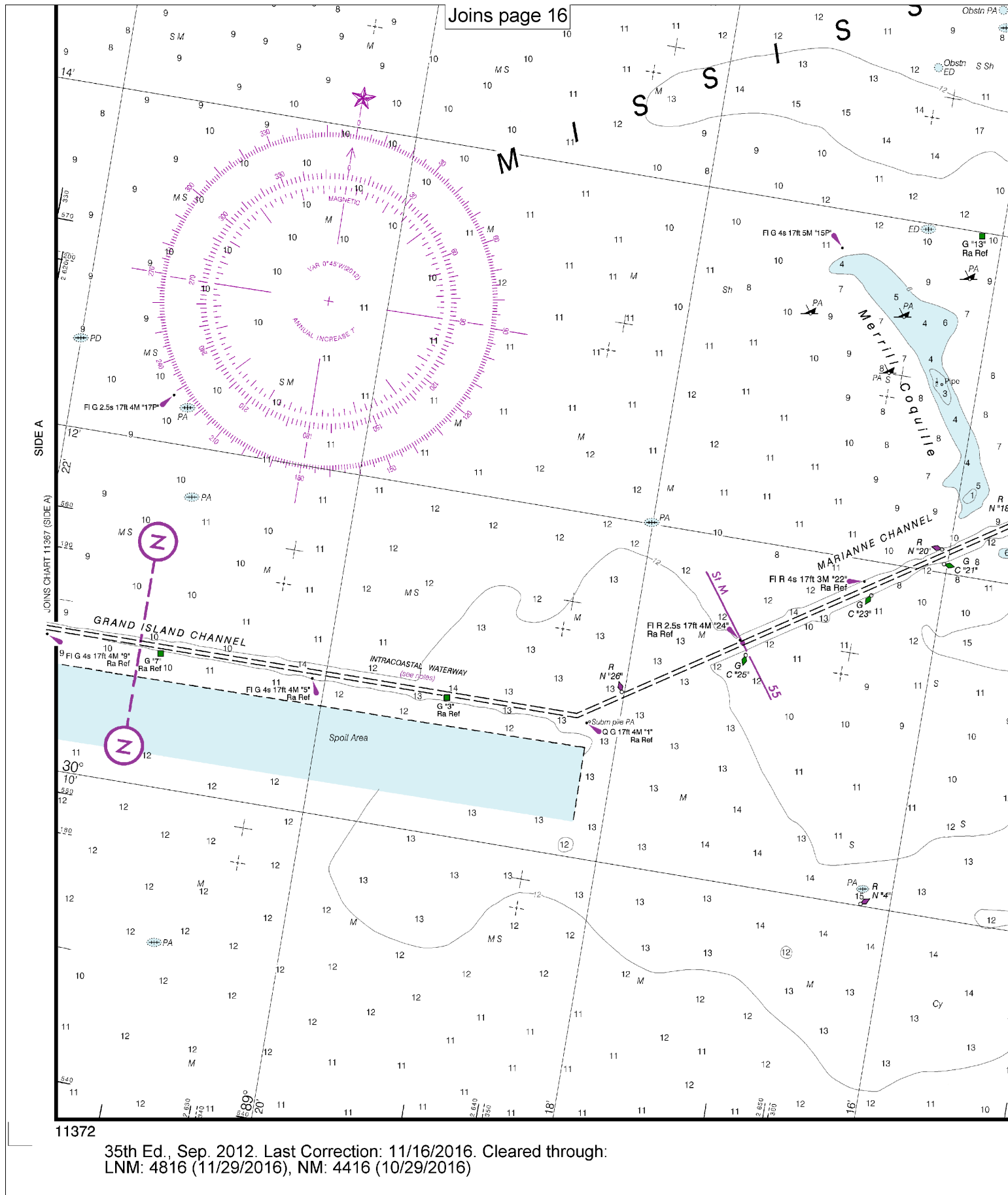
See Note on page 5.



JOINS SIDE A 11372



JOINS CHART 11374 (SIDE B)



22

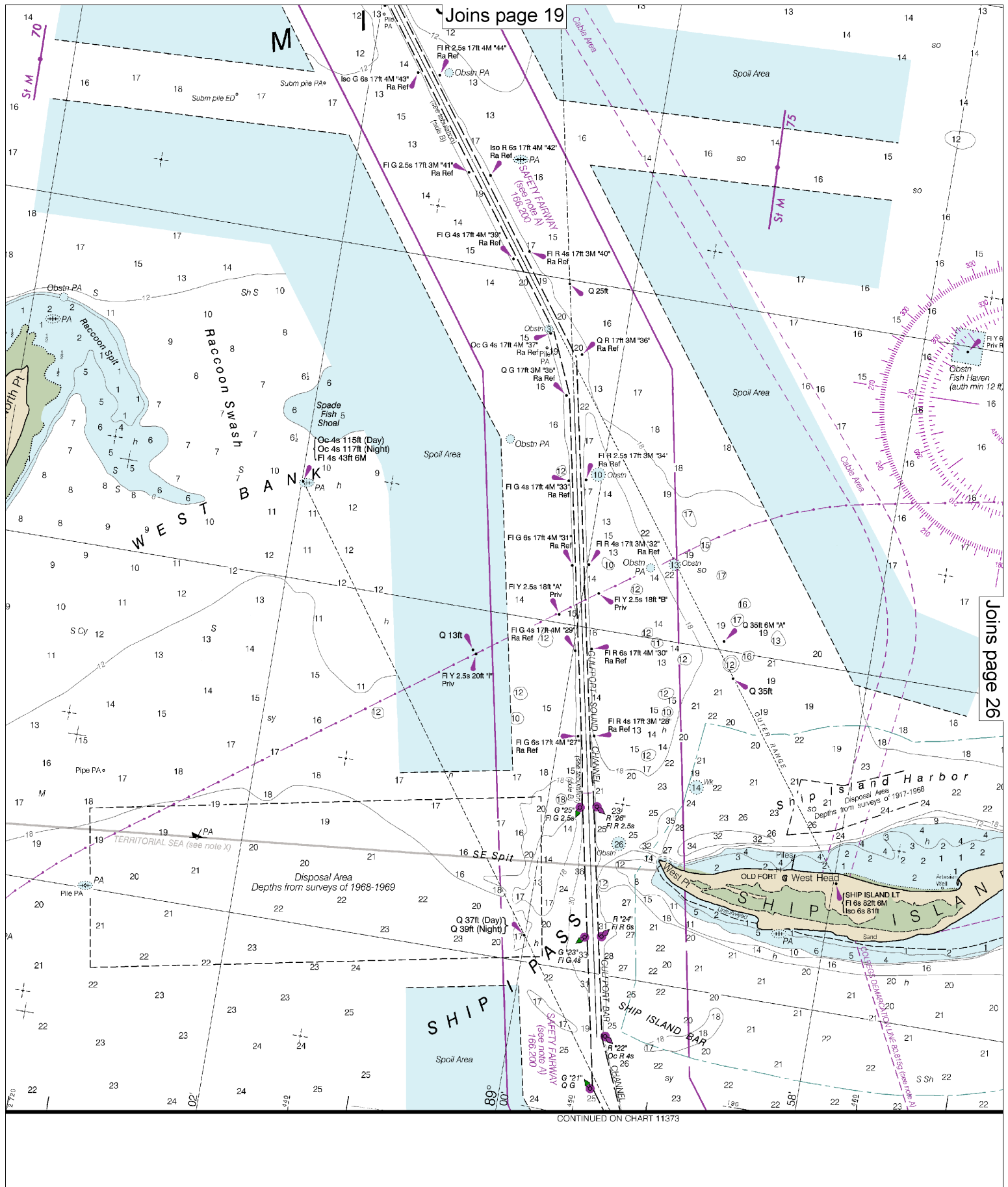
Note: Chart grid
 lines are aligned
 with true north.

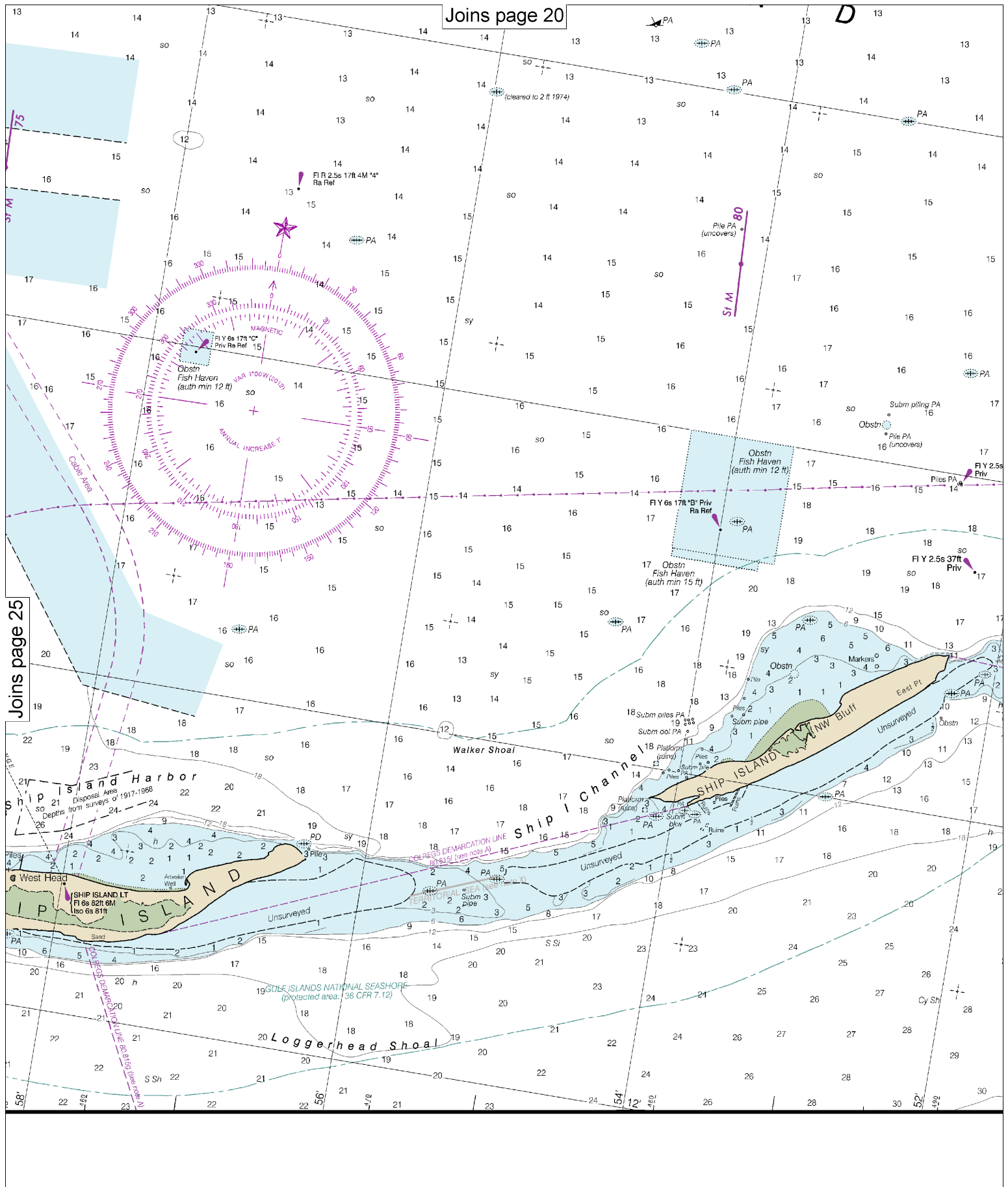
Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.







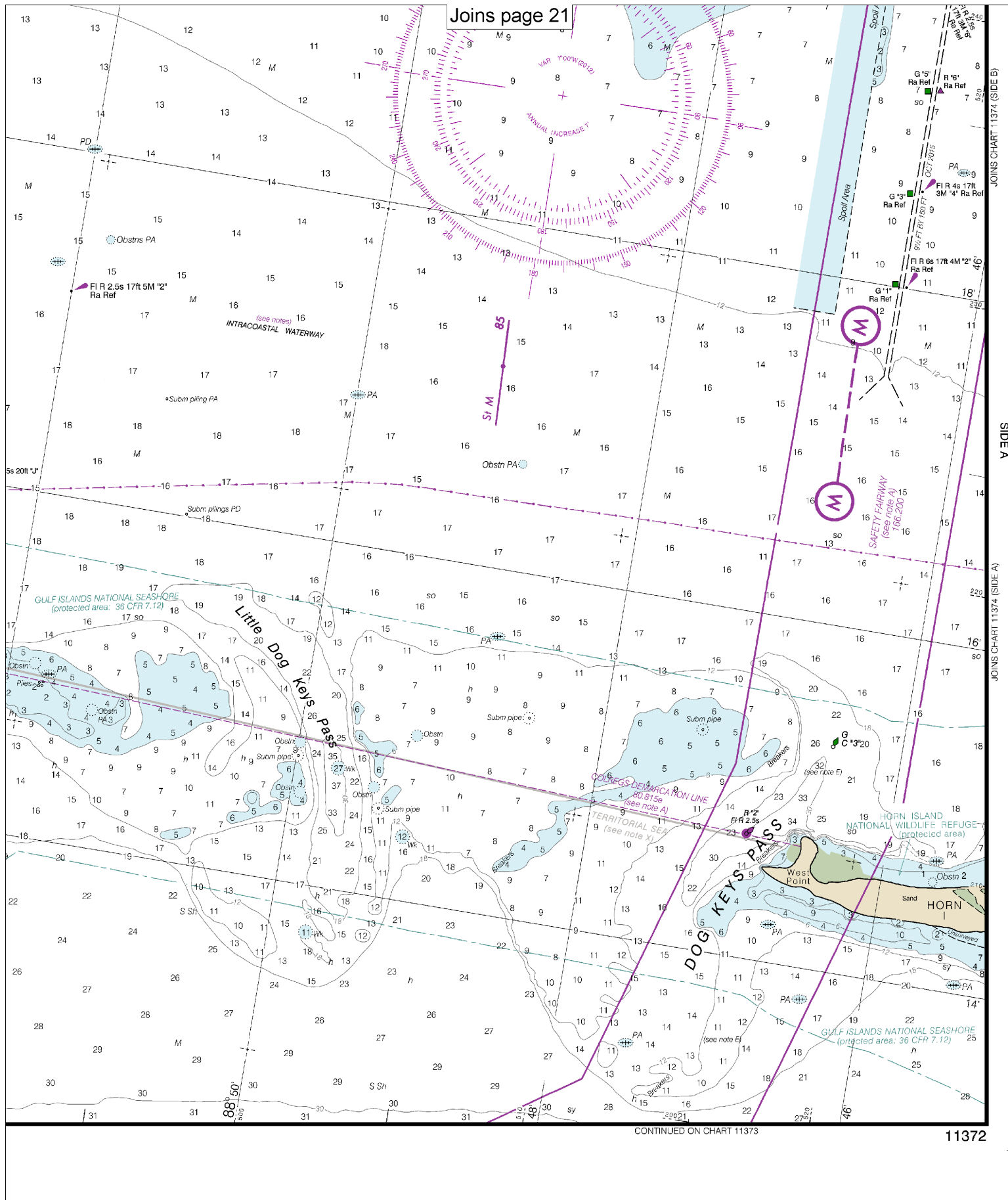
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Interactive chart catalog	— http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.